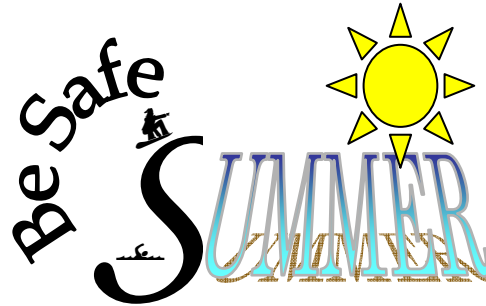




USAG Benelux
INSTALLATION SAFETY OFFICE



Don't Walk By Summer Safety Guidelines

AVOID BECOMING A STATISTIC

Summer is a time when people engage in many outdoor activities with their families and friends, such as barbecuing, hiking, motorcycle riding, sunbathing, traveling, and water sports. Unfortunately, summer also is a time that has been associated with increased preventable fatalities and injuries related to these activities. This enclosure provides information for commanders and supervisors to use during their summer safety briefings to increase the awareness of summer recreational hazards. Safety days, wellness clinics, and safety showdown games are effective ways to provide information to Soldiers, civilian employees, and family members.

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Water Safety

DO NOT Mix Alcohol and Water Activities

More than half of all fatalities involving water activities are alcohol-related.

Alcohol has many physical effects on people that directly threaten their safety and well-being when they are involved in activities on or around water.

- Cognitive abilities and judgment deteriorate, making it harder to process information, assess situations, and make good choices.
- Physical performance is impaired, including balance problems, lack of coordination, and increased reaction time.
- Vision is affected. This includes decreased peripheral vision, reduced depth perception, decreased night vision, poor focus, and difficulty distinguishing colors (particularly red and green).
- Inner-ear disturbances can make it impossible for a person who falls into the water to distinguish up from down.
- Alcohol creates a physical sensation of warmth, which may prevent a person in cold water from getting out before hypothermia sets in.

Because of the above physical effects, a boat operator with a blood alcohol concentration of higher than 0.10 percent is estimated to be more than 10 times as likely to die in a boating accident than an operator who has not consumed alcohol. Passengers are also at a much greater risk of injury and death, especially if they also are drinking alcoholic beverages.

Boating. Many Soldiers and family members will be boating this summer. The rules governing the use of boats vary, depending on the country in which the boat is used. In some areas, no experience is required to pilot a boat, while other areas require testing and training at some level. Regardless of

where you use a boat, hazards are present that need to be understood and avoided to reduce the risk of death or injury.

According to the U.S. Coast Guard (USCG)

76 million Americans participate in recreational boating each year. On average, more than 800 Americans die each year from boating accidents. Seventy percent of those fatalities occur between May and September, with July as the deadliest month.

- Seventy-seven percent of all fatalities on the water involve people not wearing personal floatation devices (PFDs).
- Young males are at greatest risk: those from age 20 to 39 account for the vast majority of boating accidents each year

Safe boating: Every boater should wear a PFD. Alcohol and boating are a dangerous combination, and alcohol should not be part of the outing. More than half of all boating accidents are alcohol-related. All boaters should take a course in boating safety.

Water-Skiing. Do not take unnecessary risks while water-skiing. The following tips will help you safely enjoy this sport:

- Always have an observer in the boat. (This is a legal requirement in many States.) The boat driver cannot watch the skier and operate the boat safely at the same time.
- Always wear a U.S. Coast Guard-approved PFD designed for water-skiing or one that meets “CE” (*Conformité Européenne*) standards. Ski belts are not recommended. Your approved PFD will help keep you afloat.
- Never ski in rough water. High waves or a choppy sea will prevent the towboat from maintaining a steady course and speed.
- Stay well clear of congested areas and obstructions. Water-skiing requires a lot of open area.
- Do not spray or “buzz” swimmers, boats, or other skiers. Such stunts are dangerous, discourteous, and could cause an unintentional collision.
- Never ski after dark. It is hazardous and illegal. Any boat traveling fast enough to tow a skier is traveling too fast to navigate safely at night.

- Never water-ski while under the influence of alcohol or drugs. Such activity is extremely dangerous because of the impairment to your judgment and ability to respond. A recent study conducted with expert skiers who were deliberately intoxicated indicated that even their ability to ski was dramatically reduced.
- Use hand signals between the skier and the observer. Agree before you start what each signal means so there is no confusion at a critical moment.
- Keep away from crowded beaches, docks, swimming areas, rocks, and bridge pilings.

Swimming. Every year in the European military community, someone dies or is severely injured as a result of a swimming accident. These accidents were preventable. Inexperience, lack of supervision, unfamiliar water, horseplay, and alcohol use are the most common factors in these accidents. Swimming in rivers can be extremely dangerous because of swift currents and boating traffic. The water also can be cold, which increases the chance of hypothermia. Public swimming pools are generally considered safer than open-water swimming areas, but this is not always the case. Authorized swimming areas (USAREUR Reg 385-2) have lifeguards on duty and meet health standards. Consult your local installation safety office for the most current information.

Note:

European lifeguards are different from those you may have encountered in the United States; they wander through the facility and may perform other duties. Adult supervision of small children is critical.

Drowning. Most drowning occurs within 10 yards of shore. Learning to swim and understanding water hazards can increase your chances of survival. Here are some tips:

- Never swim alone. Swim with a friend at all times.
- Swim in a safe place, preferably one with lifeguards. Check with your BSB safety office for approved swimming areas.
- Do not swim when overheated, tired, or chilled, or during a storm.
- Do not dive into unfamiliar waters or try to swim in unfamiliar river currents.
- Always empty “kiddie” pools when not in use. Maintain close supervision when in use.
- Learn basic water-rescue and water-survival techniques to help drowning victims and to protect yourself.
- Learn cardiopulmonary resuscitation (CPR) to help drowning victims.

- Remember that alcohol does not mix with swimming.
- Most importantly, know your swimming ability. PFDs should be worn by inexperienced swimmers in unfamiliar or deep water.

Rescue **Techniques.** The Red Cross creed for lifesaving involves four steps in the following order: reach, throw, row, and go. (Do not try the next step until you are sure that the previous step will not work.)

- **Reach.** First try to reach the person. Use your hand or anything else that can be held onto, such as a belt, a fishing pole, a jacket, an oar, or a rope.
- **Throw.** If you cannot reach the person, throw something to him or her that will float, such as a ball, a beach toy, a picnic cooler, a piece of wood, a plastic bottle, or a spare tire.
- **Row.** If the person is too far away, go to him or her by using an air mattress, a log, a raft, a small boat, a surfboard, or anything else that you can row or paddle with your hands.
- **Go.** If you are unable to reach the person using the above three steps, swim out and tow him or her to shore, but only if you are a good swimmer and trained in lifesaving techniques.

HIKING

2

Hiking. A favorite summer activity is hiking, but it should be carefully planned. Tell someone where you will be hiking and when you expect to return. Check the weather forecast to avoid bad weather. Establish a leader and a plan for changes. Carry a map and compass and stay on a marked path. Carry a whistle (three short blasts is the international signal for help in an emergency). Wear clothing appropriate for the activity and the weather, preferably clothing made of natural fibers. Long sleeves and full-length pants will protect you from insects, the sun, and brush. Wear hiking boots or good, sturdy walking shoes that are broken in. Hike in small groups of less than 10 people. Carry a first-aid kit. Take advantage of the excellent guided trips through your local morale, welfare, and recreation office or Armed Forces Recreation Center.

M

ountain Biking.

General. The mountain-biking information provided here is for the beginner off-road cyclist. Included is important basic information on equipment, courtesy, safety, technique, and trail rules. Rules governing safety and courtesy are important for the well-being and enjoyment of all trail users. The International Mountain Biking Association (IMBA) has set the following rules of the trail:

- Ride on open trails only. Respect trail and road closures.
- Leave no trace. Be sensitive to the trail. Examples of when cyclists can cause significant trail damage are when they skid their tires and when they ride on muddy trails.
- Control your bicycle. Inattention for even a second can cause problems. Watch your speed. Remember that what seems a reasonable speed to you may seem out of control to a hiker or someone on horseback. Slow down or stop when approaching other trail users, even if there is plenty of room. If another trail user moves out of the trail in fear, they may believe they were run off the trail.
- Always yield the trail. Make your approach known well in advance. Do not startle others. A friendly greeting (or a bell) is considerate and works well. Show respect when passing others by slowing to a walk or stopping. Anticipate that other trail users may be around corners or in blind spots. When approaching horseback riders, stop and get off. Yield to uphill bike traffic, fellow cyclists traveling uphill on a narrow trail have the right of way. Stop and let them go by if you are traveling downhill.
- Never startle animals. An unannounced approach, a sudden movement, or a loud noise can startle animals. Give animals extra room and time to adjust to your presence.
- Plan ahead. Know your equipment, your ability, and the area in which you plan to ride, and prepare accordingly. Be self-sufficient at all times. Wear a helmet, keep your bike in good condition, and carry necessary supplies for changes in weather or other conditions.

Required Equipment. The following equipment is required for safety.

- For off-road riding, you should buy a true mountain bike, not a hybrid. An appropriately sized mountain bike usually will have at least 2 to 4 inches of room between the top of the frame and your crotch when you stand above the bike. You should be able to reach the handlebars in such a way that you can bend over at a 45-degree angle without feeling cramped. The height of the stem should be adjusted to put the handlebars slightly below the saddle, which allows some of your weight to shift to the front of the bike for a more balanced position. The saddle should be set at a height so that you can almost completely extend your legs when you place your heels on the pedals in their lowest position.
- Wear appropriate clothing for the weather and riding conditions. Wear an approved helmet. Padded bicycling shorts are more practical on a bike than loose-fitting shorts, and the chamois prevents chaffing. Gloves will keep you from compressing nerves in your hand and getting blisters; in case of a fall, they will protect your skin. Wear mountain-bike shoes. You can ride in tennis shoes, but the soles are not stiff enough to provide enough comfort (pedals dig into soles) or firm enough to allow you to shift the power when pedaling. Wear sunglasses to protect your eyes from both the sun and dust. Wear or carry a windbreaker or light jacket.
- Carry two water bottles or one of the alternative water systems such as a CamelBak. Drink water to prevent dehydration. Carry a pump that fits the type of tire valve on your bike. Carry spare tubes and tire irons in case you get a flat on the trail. A small screwdriver is handy for adjusting derailleurs. A small crescent wrench, metric wrenches, and Allen wrenches are needed for removing wheels without a quick-release and a number of other uses. A chain tool for fixing a broken chain and a spoke wrench for tightening loose spokes or removing broken ones are recommended. Carry a first-aid kit.



Jogging. Always jog in areas away from vehicle traffic when possible. If not, always jog against traffic so you can see and be seen. Wear bright clothing and a retroreflective belt or material to increase your visibility. Do not forget to warm up, stretch, and cool down. Remember that wearing headphones on sidewalks and roadways while jogging is not permitted (AR 385-55).



Bicycle Safety.

Each year, more than 500,000 people in the United States are treated in emergency rooms for injuries caused by bicycle accidents. More than 700 people die from bicycle-related injuries. Children are at particularly high risk of bicycle-related injuries. Children under the age of 15 account for 59 percent of all bicycle-related injuries. Two-thirds of all bicycle-related deaths are due to traumatic brain injury. One in every eight people injured in bicycle-related accidents suffer brain injuries. Over 90 percent of all bicycle-related deaths involve collisions with motor vehicles. Motorists are most often at fault in causing bicycle-related accidents. Motorists must remember that cyclists have the right of way when riding straight ahead or in a bike lane. Motorists must “clear behind the rear” when turning right or crossing a bike lane.

It is estimated that 45 to 88 percent of all brain injuries in bicycle-related crashes can be prevented by properly wearing an approved bicycle helmet. AR 385-55 and AE Regulation 190-1 both require bicycle riders to wear helmets.

Defensive driving and wearing an approved bicycle helmet are the best accident-prevention measures. Other keys to avoiding accidents include using established bike paths, riding with traffic in single file, properly using hand signals to indicate your intentions (hand signals are different in Europe), wearing bright clothing, wearing retro reflective materials during reduced visibility, using the lights on your bike, watching out for motorists, and following traffic rules. Host-nation police can and will cite bicyclists for traffic violations.

I n-Line Skates, Skateboards, and Scooters.

General. In-line skates and skateboards have been part of our culture for many years. However, today's wheels are faster and the skates are getting more sophisticated. Unfortunately, the people using them are not aware of or familiar with these innovations and lack proper training.

(1) Each year more than 100,000 people are injured while in-line skating. Fractures to the wrist and lower arm account for nearly half of all injuries to skaters. Lacerations, abrasions, head injuries, and contusions are also a danger. Proper equipment helps reduce the chance of injuries. AE Regulation 190-1 requires skaters to wear a helmet (bicycle helmet), elbow and kneepads, and wrist guards. Gloves should also be worn to help prevent scrapes and cuts.

(2) To help avoid injury—

- Avoid buying cheap skates. Get good-quality equipment. Go to a store with salespeople knowledgeable about in-line skates and equipment.
- Purchase the proper skates (or boots) based on your skating experience and exercise goals. An in-line skate boot should fit snugly but allow for a little extra toe room in the front.
- Wear a thin liner sock of silk or polypropylene under a medium-weight athletic sock. Thick, all-cotton socks do not keep the feet dry and can cause blisters and other foot problems.
- Take lessons before you skate. Learn to skate on a smooth, paved surface away from traffic and crowds.
- Know how to stop before you start. The Consumer Product Safety Commission recommends the following technique: Stop by using the brake pads at the heel of the skate. With one foot slightly in front of the other, raise the toes of the front foot and push down on the heel brake. Brake before, not after, you lose control.

S **keateboards.** Most of the 50,000 skateboard injuries each year involve children under the age of 15. The protective clothing described above for in-line skaters is also required for skateboarders by AE Regulation 190-1. Skateboarders also may want to use hip pads for added protection. To reduce the risk of injuries—

- Do not ride a skateboard in the street.

- Never hitch a ride on the bumper of a moving vehicle.
- Examine the area where you will be skateboarding for bumps, debris, holes, and rocks before you ride.
- Look for areas designed for skateboards in your community.

Scooters. The Consumer Product Safety Commission estimates that more than 40,000 people were taken to emergency rooms last year in the United States because of injuries resulting from riding a scooter. Most of the injuries were to children under 15. To help prevent injuries when riding scooters—

- Wear safety gear (helmet, elbow pads, and knee pads) as required by AE Regulation 190-1.
- Ride only during the daytime.
- Ride only on paved off-road paths.
- Stay away from cars and other vehicles.
- Stay on smooth surfaces and away from dirt, gravel, sand, and water.



G rilling.

a. Gas Grill Safety. Liquid petroleum (LP) gas or propane used in gas grills is highly flammable. Each year, people are injured by gas-grill fires and explosions. Many of these fires and explosions occur when people first use a grill that has not been used for a while or just after they have refilled and reattached the grill's gas container.

(1) To reduce the risk of fire or explosion, routinely make the following safety checks:

- Check the tubes that lead into the burner for any blockage from food grease, insects, or spiders. Use a pipe cleaner or wire to clear blockage and push it through to the main part of the burner.
- Check grill hoses for brittleness, cracks, holes, and leaks. Make sure that the hoses and tubing have no sharp bends.
- Move gas hoses as far away as possible from hot surfaces and dripping hot grease. If you cannot move the hoses, install a heat shield to protect them.
- Replace scratched or nicked connectors, which eventually can cause gas to leak.
- Check for gas leaks following the manufacturer's instructions if you smell gas and when you reconnect the grill to the LP gas container. If you detect a leak, immediately turn off the gas and do not attempt to light the grill until the leak is fixed.
- Keep lighted cigarettes, matches, and open flames away from a leaking grill.
- Never use a grill indoors. Use the grill at least 10 feet away from any building. Do not use the grill in a breezeway, carport, garage, porch, or under a surface that can catch fire.
- Do not attempt to repair the tank valve or the appliance yourself. See an LP gas dealer or a qualified appliance repairperson if repairs are needed.
- Always follow the manufacturer's instructions that come with the grill.

(2) Use caution when storing LP gas containers. Always keep containers upright. Never store a spare gas container under or near the grill or indoors. Never store or use flammable liquids, like gasoline, near the grill.

(3) To avoid accidents while transporting LP gas containers, transport the container in a secure, upright position. Never keep a filled container in a hot car or car trunk. Heat will cause the gas pressure to increase, which may open the relief valve and allow gas to escape.

(4) Use extreme caution and always follow manufacturer's instructions when connecting or disconnecting LP gas containers.

(5) According to the Consumer Product Safety Commission, gas grills manufactured after 1 October 1995 are required to have three additional safety features to eliminate leak hazards: a device to limit the flow of gas in case of hose rupture, a mechanism to shut off the grill, and a feature to prevent the flow of gas if the connection between the tank and the grill is not leak proof.

b. Charcoal Grill Safety. When it burns, charcoal produces carbon monoxide (CO). CO is a colorless, odorless gas that can accumulate to toxic levels in closed environments. People die and are injured every year as a result of CO fumes from charcoal grills and hibachis used inside buildings.

(1) To help prevent CO poisoning—

- Never burn charcoal inside campers, homes, tents, or vehicles. Charcoal should never be used indoors, even with ventilation.
- Do not store the grill indoors with freshly used coals. Charcoal produces CO fumes until the charcoal is completely extinguished.

(2) In April 1996, the Consumer Product Safety Commission revised the label on charcoal packaging to provide more explicit warning to consumers of the deadly CO gas that is released when charcoal is burned in a closed environment. The new label reads, "WARNING . . . CARBON MONOXIDE HAZARD . . . Burning charcoal inside can kill you. It gives off carbon monoxide, which has no odor. Never burn charcoal inside homes, vehicles or tents." The new label also conveys the written warning visually with drawings of grills inside a home, tent, and vehicle. The drawings are enclosed in a circle with an "X" through it.



W EATHER

1. Summer Weather Patterns.

a. This past summer was the hottest in Europe in over 500 years. Average temperatures exceeded the previous record set in 1757. During the heat wave between June and August, several thousand more deaths were experienced in Europe than normal. Central Europe and the Alps region were the worst affected by the heat wave, with temperatures up to 5 degrees higher than average.

b. The average temperature in Europe was 19.5 degrees Celsius (67 degrees Fahrenheit), which was 2 degrees higher than the average summer temperatures recorded on the continent between 1901 and 1995.

c. The overall rise in summer temperatures in Europe has increased over the last 26 years, with an average rise of 2.8 degrees Celsius between 1998 and 2003. The past decade was the hottest of all.

2. Fog.

Fog is possible during May and increases in the fall. Fog restricts visibility and can impair a driver's road vision. It is most common between 0300 and 0800.

3. Soldier Risks.

European summer weather can pose aviation challenges due to low visibility and cloud ceilings. Summer weather can hinder convoy movements due to heavy rain and fog. Heavy winds and lightning storms also can affect operations. Higher temperatures increase the chance of heat injuries.

4. Lightning Safety.

a. Plan evacuation and safety measures in the event of lightning. When you first see lightning or hear thunder, activate your emergency plan and go to a safe place.

(1) A safe place during lightning is inside a fully enclosed, substantial building or vehicle with a solid metal roof. Where possible, find shelter in a substantial building or in a fully enclosed vehicle such as a car, truck, or a van with the windows completely shut.

(2) Lightning often precedes rain; so do not wait for the rain to begin before suspending training or recreational activities. Use the 30/30 rule: if the time between the lightning and the thunder is 30 seconds or less, go to a safe shelter. Stay there until 30 minutes after the last rumble of thunder.

(3) If you are outdoors, avoid water; high ground; open spaces such as golf courses and sports fields; tall, isolated objects such as a tree or pole; metal objects, including electrical wires, fences, machinery, motors, and power tools; and open structures. Unsafe places include under canopies, in small picnic or rain shelters, and near trees. If lightning is striking nearby when you are outside, you should—

(a) Crouch down. Put feet together. Place hands over ears to minimize hearing damage from thunder.

(b) Avoid proximity (minimum of 15 feet) to other people.

(4) If you are indoors, avoid water. Stay away from doors and windows. Stay away from anything connected to power. Do not use the telephone. Take off headsets. Turn off, unplug, and stay away from appliances, computers, power tools, and television sets. Lightning may strike exterior electrical and telephone lines, which could give shocks to inside appliances.

(5) Suspend activities for 30 minutes after the last observed lightning or thunder.

b. Injured persons do not carry an electrical charge and can be handled safely. Apply first aid to a lightning victim if you are qualified to do so. Call or send for help immediately. Know your emergency telephone contact numbers.

c. Teach this safety slogan: “If you can see it, flee it; if you can hear it, clear it.”

5. References.

a. More information on weather is available at <https://oms.sembach.af.mil/index.asp>.

b. More information on road conditions is available at <http://g3operations.bqusaewr.army.mil>.

HAZARDS OF DRIVING IN EUROPE

1. General. Driving in Europe can be hazardous. Road conditions can change very quickly, which can be deadly for unsuspecting drivers. Heavy rain, fog, heavy traffic, and sudden stops are conditions that frequently are responsible for Soldier, civilian, and family-member deaths and injuries on European roads. All drivers need to be alert and prepared for possible emergency situations to avoid injury to themselves and others. Many times, simply reducing speed will significantly reduce the risks and prevent accidents

2. Driving Conditions. The following provides information on driving conditions that people can expect when driving in Europe. Recommended precautions also are given for each of these conditions to reduce the potential for accidents. All Soldiers and civilian

employees should be briefed on these hazardous driving conditions and precautions before the Memorial Day weekend (27 to 29 May 06).

a. Fog. Fog is the condensation of moisture in the atmosphere near the surface of the earth. This can happen in several ways but always results from the same basic conditions: warm, moist air meeting cold air; or cold, moist air meeting warm air. These conditions occur throughout the year. Fog can form quickly and may reduce visibility to zero. Fog is a major hazard on European highways and contributes to many vehicle accidents each year. Use the following safety tips when fog is expected:

- Consider postponing your trip until the fog clears.
- Slow down before you enter a patch of fog.
- If your vehicle is equipped with fog lamps, turn them on.
- Be sure that you can stop within the distance that you can see.
- Turn on the wipers and defroster to remove moisture from the windshield.
- Use your low-beam headlamps, whether it is day or night.
- Do not use high beams; they reflect off the fog and can reduce visibility.
- Use the right edge of the road or painted road markings as a reference.
- Watch out for slow-moving and parked vehicles.
- Do not change lanes or pass other vehicles unless absolutely necessary.
- If you must pull off the road, signal, and then carefully pull off as far as possible.
- After pulling off the road, turn on your hazard flashers

b. Rain. Long periods of rain can lead to flooding and standing water on the roads. Even thin layers of water on the road can create dangerous conditions. Heavy rains can reduce a driver's visibility to dangerously short distances and make roadway markings and other traffic difficult to see. Water mixed with roadway dirt and oil can create slick surfaces. Wet brakes can increase stopping distances. Hydroplaning can occur when the tire's tread cannot remove the water from underneath the tire fast enough. The tire begins to ride on top of a ridge of water and loses contact with the ground, which can cause the driver to lose control of the vehicle. The combination of fast speeds and wet European highways results in many hydroplaning accidents each year. Many variables lead to hydroplaning, but slower speeds and good tires are the best ways to prevent it. The following safety tips should be used when driving in wet weather:

- Most important, slow down
- Stay in middle lanes, since water tends to pool in outside lanes.
- Follow vehicles using the 3- (or more) second rule of spacing (AE Pam 190-34).
- Try to follow in the tracks of the vehicle in front of you.
- Avoid hard braking; take your foot off the accelerator to slow down.
- Ensure tires and windshield wipers are in good condition.
- Always drive with your headlights on in wet weather.
- Never drive beyond the limits of visibility.
- Never drive through moving water or puddles that touch the vehicle frame.
- Beware of high winds during storms and blinding lightning at night.

3. Fatigue. Safe driving demands your full attention. Know the symptoms and causes of fatigue and what to do to control it. If you feel your eyelids getting heavy, your next actions may determine not only whether or not you will stay awake; they may determine whether or not you stay alive. Fatigue on the road can be a killer over long weekends and holidays. It happens frequently on long drives, especially long night drives. Traffic density is increased and weather conditions may not be the best. All these factors increase stress and produce

fatigue. Signs of fatigue include back tension, burning eyes, shallow breathing, inattentiveness, and erratic driving, such as drifting, abnormal speed, tailgating, or failure to obey traffic signs. The single greatest cause of fatigue is alcohol consumption. Alcohol is a depressant; a driver does not have to be drunk to fall asleep at the wheel. Even one drink can be enough to cause fatigue. The National Safety Council offers these tips for staying awake while driving:

- An obvious cause of fatigue is lack of sleep. If you have not received 7 or 8 hours of sleep the night before a trip, you are likely to experience fatigue. Get enough rest. Do not start a trip late in the day or in the evening. Long-distance driving is hard work and you need to be fresh and alert.
- If possible, do not drive alone. Passengers can take turns driving and help keep you awake.
- Avoid long drives at night. The glare of lights increases the danger of highway hypnosis.
- Adjust your car's environment so that it helps keep you awake and alert. Keep the temperature cool and open windows or use the air conditioner. Turn the radio volume up and switch stations frequently, but avoid soft, sleep-inducing music.
- Do not use cruise control; keep your body involved with the driving. Watch your posture. Drive with your head up and your shoulders back. Tuck your buttocks against the seat back. Legs should not be fully extended, but flexed at about a 45-degree angle. Take frequent breaks. At least every 2 hours, stop at a gas station, restaurant, or rest stop. Get out of the car, walk around, even jog or do calisthenics. In addition to exercise breaks, stop for light meals and snacks. Avoid alcohol entirely.
- Do not allow your eyes to become fatigued or hypnotized. Wear sunglasses to prevent glare, but never wear sunglasses at night.
- Break the monotony. Turn the radio on for a while, then off. Vary speed levels. Chew gum, stretch your legs, talk to yourself, or sing. Keep your eyes moving.
- If anti-fatigue measures fail and you start noticing the danger signs of fatigue, there is only one solution: sleep. Remember, good planning can avoid your having to deal with fatigue and can help ensure a safe trip.

P REVENTING HEAT INJURIES

1. General. Heat injury and illness pose a significant threat to our Soldiers. Heat casualties, both in garrison and in the many areas of operations where Soldiers are deployed, represent serious threats to successful mission accomplishment. USAREUR Soldiers are currently serving in some of the hottest areas of the world.
2. Impact. Heat injuries mean the loss of productive Soldiers and long-term, permanent profiles. Heat injuries also can lead rapidly to death or permanent disability. Heat injury occurs when the body no longer can maintain its normal temperature range. Troops are at greatest risk at the beginning of the heat season. Heat injury is always preventable by individual action and command intervention. Therefore, it is critical that Soldiers and leaders be able to recognize when heat injury is possible or when it is developing.
3. Prevention. Procedures for dealing with heat stress for office workers is covered by Army in Europe policy available on the USAREUR Safety website.

a. The Human Body. The human body maintains a narrow temperature range. When exposed to hot environments or increased heat loads (working in hot environments or wearing heavy equipment) the body will increase sweating to get rid of the heat. The body can sweat up to 2 liters per hour for short periods. Sweating will stop with continuing heat loads and inadequate fluid replacement. Eventually, no more heat can dissipate through sweating and the core temperature of the body rises. This, along with a decreased blood in one's blood vessels due to fluid losses (sweat, breathing, urination), increases the Soldier's risk for heat injury.

b. Heat Injuries. Heat injuries have a range of signs and symptoms relating to underlying physical damage, from mild heat cramps to serious heat stroke.

- **Heat Cramps.** Heat cramps are painful contractions of the muscles in the abdomen, back, or legs that may occur from working in a hot environment. These cramps may be related to salt loss due to sweating and can occur while working or 1 or 2 hours after the work ends.
- **Heat Exhaustion.** Heat exhaustion is more serious than heat cramps. Signs and symptoms of heat exhaustion include chills, dizziness, fatigue, headache, nausea, and vomiting.
- **Heat Stroke.** Heat stroke is the most serious heat injury and is a medical emergency. Signs of heat stroke are similar to those for heat exhaustion, except that the individual also may show signs of agitation and confusion, and may lose consciousness. Heat stroke can lead to death because of elevated body temperature, metabolic disturbances, and kidney failure.

c. Acclimation. The human body can acclimatize to working in hot environments. This process generally takes about 2 weeks of daily exposure to heat and adequate hydration. Acclimatization results in a more effective sweating process in which the Soldier starts to sweat at a lower temperature and the sweat contains less salt. This results in earlier, more efficient, cooling and increased blood volume that helps to maintain normal body function. Individual fluid requirements for each Soldier are increased in hot environments even after acclimatization.

d. Heat injury prevention. Heat injuries can be prevented by education. Remember the acronym H-E-A-T when training in hot weather (H: heat category; E: exertion level; A: acclimatization; T: time of heat exposure and recovery time). A risk-management guide to preventing heat casualties is available on the Center for Health Promotion and Preventive Medicine website.

(1) Leaders need to ensure adequate water intake of all Soldiers by allowing them time to drink and urinate during work periods. Soldiers need to drink even if they do not feel thirsty. The thirst mechanism is not activated until the body is dehydrated to the point where the Soldier is at least “a quart low.” This corresponds to a 1-liter deficit. Soldiers need to eat their field rations (including the salt packets). This provides for enough salt and calorie intake to replace that which is lost during sweating. The skin is an essential organ for proper temperature regulation. Prevention of sunburn by using sunscreen and proper wearing of uniform while in the sun is necessary.

(2) Leaders need to follow the work and rest cycles that are determined by the wet bulb globe temperature (WBGT) index for their particular environmental location. Accurate index readings from the WBGT require readings be taken from troop locations. Each unit is required to have a WBGT kit (national stock number (NSN) 6665-00-159-2218) and field sanitation standing operating procedure for this purpose.

(3) Leaders must provide adequate rest cycles and shade. The body can absorb a maximum of 1.5 liters of water per hour. Under extreme environmental conditions, a person can lose over 2 liters of water per hour from sweating. Therefore, Soldiers can become progressively dehydrated unless they are allowed to cool off and reduce their body temperature. This is accomplished by providing adequate rest cycles and shade.

(4) Unit field sanitation teams (FSTs) are trained to provide heat-injury prevention and awareness classes to leaders and Soldiers. FSTs also are trained and equipped with a WBGT to monitor heat conditions and advise unit commanders regarding water requirements and work-rest cycles.



P_{OV}

1. General. Several concerns involving POV operation must be addressed. One is the orientation of individuals returning from extended deployment. These individuals must receive refresher training on local traffic laws and hazards as part of their reintegration and reconstitution processes. Another concern is new personnel arriving for summer personnel rotation. The last concern is the ever-present danger of operating motor vehicles while under the influence of drugs, prescription medication, or alcohol and driving while fatigued.
2. Impact. The most common reasons for POV accidents are as follows:
 - a. • **Speed.** Driving too fast for road conditions or losing control of the vehicle while passing or exiting the roadway.
 - b. • **Fatigue.** Falling asleep while driving or losing control due to drowsiness.
 - c. • **Alcohol.** Drinking and driving.
3. Prevention.

Certainly speed is a factor in accidents. Many accidents happen simply because the driver is going too fast. City streets usually have speed limits of less than 25 miles per hour, and often you will see posted limits as low as 5 or 10 miles per hour. Speed limits are carefully selected to minimize the chances of accidents. When traffic is heavy, there just isn't very much distance between you and the next vehicle to stop. The slower you're going, the less distance it will take to stop. By going slowly, you will also be able to observe your surroundings more easily, taking note of cyclists, pedestrians, and other vehicles. Observing the speed limit is one sure way to reduce your chance of an accident. On rainy, foggy, or snowy days keep your speed even lower.

Fatigue is also a contributor to traffic accidents. After a long day's work, or perhaps a morning when you didn't rest well the night before, you are likely to feel tired. Feeling tired causes you to become distracted easily and also slows your reflexes. Don't take chances driving when you feel too tired to be safe. If fatigue is a frequent problem, see your doctor. For occasional fatigue, combat it with adequate rest, nutrition, and exercise.

Alcohol is a factor in accidents.. Alcohol is a common ingredient in summer activities. It is often inappropriately used by individuals to deal with stress.

Alcohol has a debilitating effect on the body and mind. Soldiers and civilians must consider these effects when they put their life, the lives of those they care about, and their careers on the line. Alcohol—

- Dulls judgment and concentration.
- Slows reflexes and increases reaction time.
- Leads to multiple, blurred, and restricted peripheral and night vision.
- Hinders muscle control and coordination.
- Leads to exaggerated emotions.
- Increases drowsiness.

Drinking and driving are a lethal combination. Never get behind the wheel of a vehicle after consuming alcohol.

Responsible party-hosting is key to reducing alcohol-related accidents over the summer. Follow these basic safety tips to prevent injuries when hosting a summer party or picnic:

- Collect car keys when guests arrive.
 - Arrange for alternative transportation for unit or organization functions before the function.
 - Arrange for designated drivers before the party or allow guests to stay overnight.
 - Offer plenty of nonalcoholic drinks. Keep all drinks—alcoholic or not —away from children.
 - Do not force drinks on guests or rush to refill their glasses.
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- Stop serving alcohol about 2 hours before the party will end. Serve coffee or other nonalcoholic beverages as well as food.

MOTORCYCLE

1. General. Traffic accidents are a leading cause of death and disability in the United States. Motorcycle (MC) crashes claim the lives of over 2,000 riders each year. Motorcyclists are 16 times more likely than passenger car occupants to die in a traffic accident and about four times as likely to be injured. While only 20 percent of car crashes result in injury or death, an astounding 80 percent of motorcycle crashes involve injury or death (National Highway Traffic Safety Administration (NHTSA)).

2. Impact. Vehicle failure accounted for less than 3% of these motorcycle accidents, and most of those were single vehicle accidents where control was lost due to a puncture flat.

Most motorcycle accidents involve a short trip associated with shopping, errands, friends, entertainment or recreation, and the accident is likely to happen in a very short time close to the trip origin.

Injury severity increases with speed, alcohol involvement and motorcycle size.

The use of a helmet is the single most critical factor in the prevention of reduction of head injury; the safety helmet which complies with Snell and DOT requirements is a significantly effective injury countermeasure.

There is no liability for neck injury by wearing a helmet; helmeted riders had less neck injuries than unhelmeted riders. Only four minor injuries were attributable to helmet use, and in each case the helmet prevented possible critical or fatal head injury.

3. Prevention.

(a) Licensing requirements are outlined in AE 190-1.

(b) All motorcycle operators will successfully complete a Motorcycle Safety Foundation (MSF) motorcycle safety course every 3 years. The MSF Experienced Rider Course (ERC) and the MSF Basic Rider Course (BRC) are offered by each US Army Garrison (USAG). The BRC includes approximately 16 hours of classroom and hands-on training and evaluation. The ERC is intended for experienced riders and includes approximately 8 hours of classroom and hands-on training and evaluation. Completion of the BRC or ERC within the last 3 years is a prerequisite for renewing a U.S. Forces certificate of license in order to keep a motorcycle endorsement on the license. The motorcycle endorsement is not valid if this 3 year period has lapsed and the individual is not authorized to ride his motorcycle until successful completion of the ERC.

These courses are free for Military personnel and DOD Civilian employees. Contractors and family members may attend, free of charge, on a space available basis.

(c) IMA-E is developing a new, voluntary program called ***Ride Straight – Plus*** to provide additional “real world” training for motorcycle operators in USAREUR. This training will provide enhanced skill develop to train motorcycle operators to safely operate on the European road system. The *Hurt Report* identified 3 important skills absent among crash-involved riders as cornering, braking, and swerving. This training will reinforce these critical skills.

The CSA, GEN Schoomaker, has endorsed the concept of motorcycle mentorship and the formation of installation motorcycle clubs (as allowed by AR 210-22). The purpose of these clubs is to establish an organization where less experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment can create positive conduct and behavior and serve as a force multiplier that supports a Commander’s motorcycle accident prevention program. A sample club charter is posted on the USAREUR Safety website.

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LCOHOL

Alcohol is a common ingredient in summer activities. It is often inappropriately used by individuals to deal with stress. Soldiers returning from deployment for rest and recuperation or redeployment have been operating under General Order 1. This means that they have not been exposed to alcohol for a long time. Abuse of alcohol and other substances remains a significant problem. Commanders need to maintain an active role in deterring this behavior. Since alcohol and substance abuse often leads to unsafe behavior, a solid program of alcohol education may be one of the most far-reaching safety programs a commander can oversee.

The Army Substance Abuse Program (ASAP) is a comprehensive program that combines prevention education, urinalysis testing, and (for civilian employees) counseling services. These services are designed to strengthen the overall fitness and effectiveness of the Army in Europe and to enhance the combat readiness of personnel and units. The main purpose of ASAP is to eliminate alcohol and other drug abuse. Prevention education will provide current substance-abuse prevention information for all members of the Army in Europe, military and civilian.

Alcohol has a debilitating effect on the body and mind. Soldiers and civilians must consider these effects when they put their life, the lives of those they care about, and their careers on the line. Alcohol—

- Dulls judgment and concentration.
- Slows reflexes and increases reaction time.
- Leads to multiple, blurred, and restricted peripheral and night vision.
- Leads to exaggerated emotions.
- Increases drowsiness.
- Hinders muscle control and coordination.

The summer season is filled with fun events and social gatherings. Unfortunately, this season also brings with it more drunk drivers on the roadways. Drinking and driving are a lethal combination. Never get behind the wheel of a vehicle after consuming alcohol. Some of the myths about drinking and driving are as follows:

Myth: Coffee can sober up someone who has had too much to drink.

Fact: Only time sobers. It takes about 1 hour to oxidize each drink.

Myth: Hard liquor is more intoxicating than beer or wine.

Fact: A 12-ounce can of beer, a 5-ounce glass of wine, and a 12-ounce wine cooler contain the same amount of alcohol and have the same intoxication potential as an ounce-and-a-half of liquor.

Myth: Someone who has had too much to drink will look intoxicated.

Fact: Someone's physical appearance can be misleading. One drink can impair someone's ability to drive. Judgment is the first thing affected when someone has been drinking; important motor skills are next.

Responsible party-hosting is key to reducing alcohol-related accidents over the summer. Follow these basic safety tips to prevent injuries when hosting a summer party or picnic:

- Collect car keys when guests arrive.
- Arrange for alternative transportation for unit or organization functions before the function.
- Arrange for designated drivers before the party or allow guests to stay overnight.
- Arrange swimming and boating activities before guests start drinking.
- Always serve food with alcohol. High-protein and high-carbohydrate foods stay in the stomach longer and slow the absorption of alcohol. Foods that are high in protein and carbohydrates include cheeses and meats.
- Offer plenty of nonalcoholic drinks. Keep all drinks—alcoholic or not—away from children.
- Do not force drinks on guests or rush to refill their glasses.
- Provide jiggers or 1-ounce bottle spouts for measuring alcohol in mixed drinks. Guests are less likely to drink excessively when standard measures are used.
- If serving alcoholic punch, use a noncarbonated base, such as fruit juice. Alcohol is absorbed faster when it is mixed with carbonation.
- Stop serving alcohol about 2 hours before the party will end. Serve coffee or other nonalcoholic beverages as well as food.

Associated with prevention of alcohol abuse are two USAREUR programs that should be communicated to Soldiers, civilians, and family members:

(1) Emergency-contact and ride-home programs for Soldiers. These programs provide Soldiers a safety net as required in Army in Europe Command Policy Letter 3. Each unit must ensure that their Soldiers know whom to call when they are at risk. Encourage Soldiers who need a ride to request one from their unit, the military police, or personnel involved in voluntary community programs.

(2) The Army in Europe's "Booze It and Lose It" campaign. This campaign specifically targets drinking drivers both on- and off-post during long holiday weekends. The use of designated drivers reduces the possibility of Soldiers driving under the influence.